

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22LA247

AIRCRAFT EXAMINATION NOTES

12/15/2022

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A. ACCIDENT

Location: Olla, Louisiana
Date: June 9, 2022
Time: 1605 CDT
2105 UTC
Airplane: Piper PA-32R-301

B. AIRCRAFT EXAMINATION NOTES

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C. SUMMARY

On June 9, 2022, about 1605 central standard time a Piper PA32R-301 airplane N416TS was substantially damaged when it was involved in an accident near Olla, Louisiana. The private pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot was flying visual flight rules (VFR) from Union Parish Airport (F87), Farmerville, Louisiana, to Houma, Louisiana. He was provided VFR flight following service from Air Traffic Control (ATC). He reported to ATC that he had a loss of engine oil pressure near Olla, Louisiana. While maneuvering toward Olla Municipal Airport (L47), he could not maintain altitude and elected to execute a forced landing into a field, about 7.5 miles east of L47. Upon landing the airplane sustained damage to the right wing and forward section of the fuselage.

The airplane wreckage was transported to a secure facility for further examination.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

1.1 Fuselage

The airplane had been moved to an off-site facility for storage after the accident. The fuselage was resting on a wheeled cart and was predominately intact with damage to the forward fuselage evident. There were areas of fuselage skins that

had buckling of the skin. These areas included section forward and mid-fuselage skins.



Figure 1: Airplane fuselage during the examination.

1.2 Empennage

The vertical tail and rudder were still attached to the airframe and appeared intact and undamaged. The horizontal stabilator had been removed from the airplane for transport. It was resting on the cart beneath the fuselage and appeared intact but with a small dent in the leading edge of the left leading edge near the tip. No anomalies were noted with respect to the empennage.

1.3 Wings

The wings had been removed from the airplane for transport and were on a stand. The right wing was predominately intact but had damage to the bottom surface in the area near the landing gear. The aileron remained attached and intact. The flap had been removed during recovery. The right landing gear was still attached to the wing. The landing gear strut tube was bent. The fuel cap was in place.

According to the recovery crew, 41 gallons of fuel were recovered from the right fuel tank.



Figure 2: Right wing of accident airplane.

The left wing had significant damage. The outboard 5 feet of the wing structure and the outboard 1 foot of the aileron were separated from the inboard portion of the wing. The fuel bladder was exposed and ripped open. The aileron remained partially attached to the wing. The outboard aileron hinge had separated with the outboard portions of the wing and aileron. The flap was removed for transport and was bent, but all hinges attach points were intact. There was damage to the lower surface of the wing in the area near the landing gear. The left landing gear had separated from the wing. The fuel cap was in place.



Figure 3: Left wing of accident airplane.

1.4 Fuel/Fuel System

The fuel caps on both wings were in-place and secure during the examination. The fuel lines from the wing bladders to the wing root were disconnected and were unobstructed. The fuel selector was in the "Off" position at the time of the examination. Operation of the fuel selector revealed no anomalies, and the fuel lines were clear from the wing connections to the selector valve and to the electric fuel pump. There was a short section of fuel line that connected the electric fuel pump to the fuel line in the left fuselage wall that had been removed during recovery. Except for the fuel line that was removed, the fuel system was intact and unobstructed from the wing tanks to the firewall.

2.0 Engine Examination

The engine cowling was removed to expose the engine. The top engine mount ears were fractured, and the engine was tilted downward slightly. Cockpit to engine controls were found secured. The engine crankshaft was free to rotate. The top set of spark plugs were removed, and suction and compression were verified on all

cylinders. The left magneto was equipped with an impulse coupling and all six leads produced spark when the engine was rotated by hand. The right magneto did not have an impulse coupling and would not produce spark when the engine was rotated by hand. The right magneto was removed from the airplane and an electric drill used to turn the input shaft at a faster RPM. When this was done, spark was observed from all 6 spark plug leads. The fuel injection distribution block on the top of the engine was opened and the diaphragm was intact. The plunger was free in the bore and there was a small amount of fuel within the distribution block. The engine driven fuel pump was tested by disconnecting the input and output hoses and placing the input hose into a bucket of fuel. When the engine was rotated, the fuel pump sucked fuel from the bucket and pumped it out of the output hose. The fuel injection throttle body was removed from the engine and the fuel screen removed. The fuel screen was clean and free of debris.

Oil and fuel lines were found connected and secured. Examination of the engine oil cooler and associated oil lines did not reveal any evidence of oil leakage. Oil was present in the oil lines, engine oil sump, and oil pump. The oil pump turned freely with no binding.

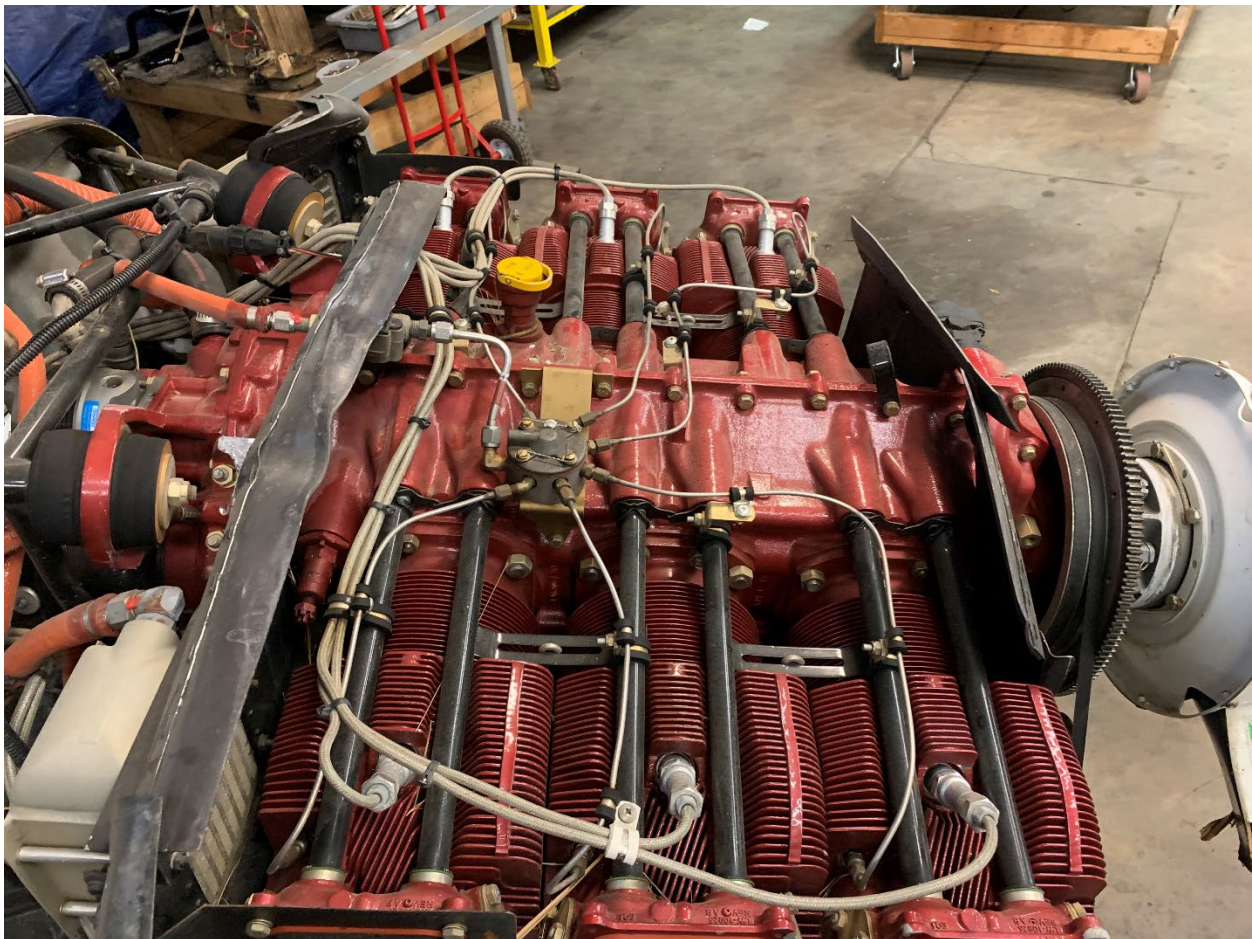


Figure 4: The engine of the accident airplane.

3.0 Propeller Examination

The 3-blade propeller had all 3 wood core blades broken off at the root. The blade roots remained in the propeller hub. The propeller hub remained attached to the engine crankshaft.



Figure 5: Front of accident airplane showing the engine and propeller.

Submitted by:

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